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Begovat on the Dalverzin Canal. The road runs through the sovkhos. This stretch of 30 kilometers also has a one-track, narrow-gauge railroad. Tractors were used on the tracks, rather than locomotives. The 42 kilometers of road from Begovat to Ura-Tube is of the same dirt type as the preceding portion. The 30 kilometers of two-way road south of Ura-Tube is of cobblestones and an all-weather route. Then the mountains begin, where extensive construction was necessary. The real roadbuilding was done from Ura-Tube to Stalinabad. It was a one-lane, all-weather, serpentine road of hard dirt. The road was widened in some places to permit vehicles to pass each other going in the opposite direction. These turnouts were located so that the driver could see a stretch of road before him and any approaching vehicle. The road could be used all the way by trucks of from three to five tons. Some of the curves were so sharp that a truck could not negotiate them without maneuvering. One could average only about 20 kilometers per hour through the mountains, which reached heights of 3500 meters. Much dynamiting had to be done to build the road. A modern, low, US passenger vehicle could not travel over the Tashkent-Stalinabad road. The last 10 kilometers from the Varzobskaya hydroelectric station south to Stalinabad was a two-way, all-weather road of cobblestones. It had been constructed in about 1931 or 1932, when the electric station was built.

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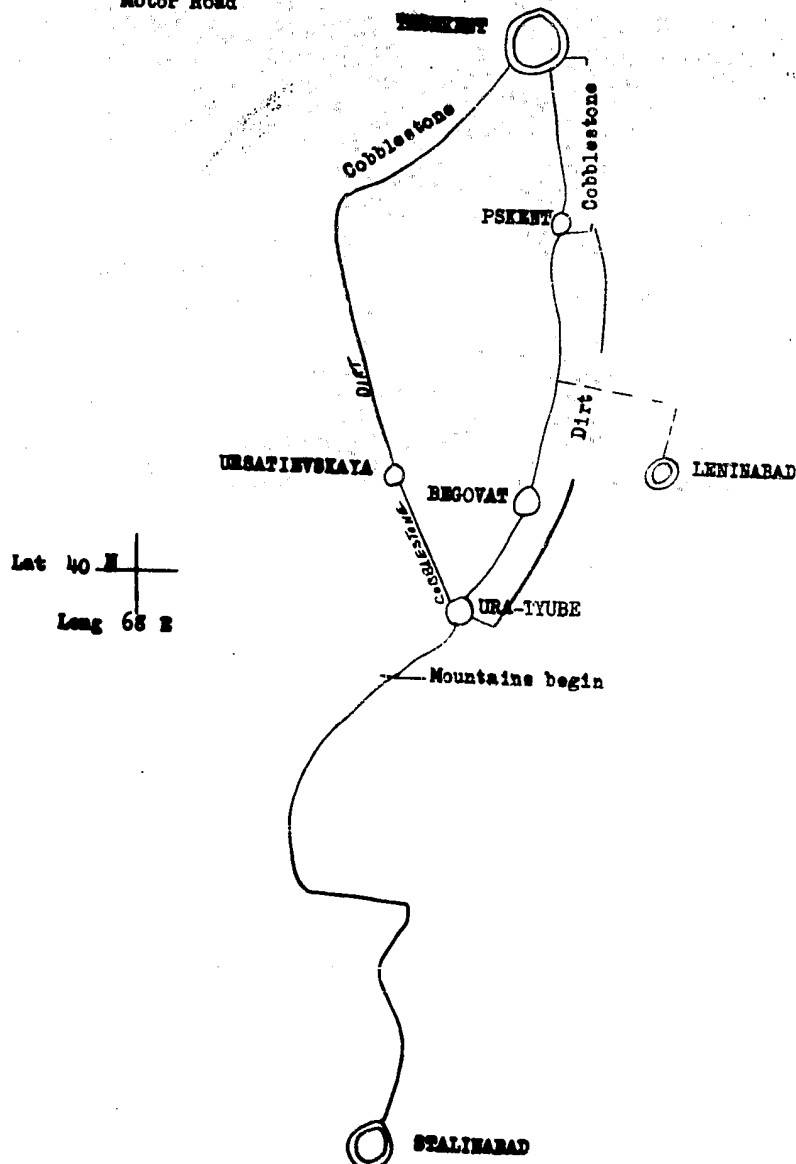
ENCLOSURE A: A sketch of the Tashkent-Stalinabad motor road.

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ENCLOSURE A:The Tashkent-Stalinabad
Motor Road

Overlay from Tashkent-Stalinabad Sheet (1 of 4)
of Russian-Language Training Map. 1:1,500,000.

25X1

RE: Main route was Tashkent-Pskent-Begovat-
Ura-Tyube-Stalinabad. Route from Tashkent to Ura-Tyube
via Grestievskaya was secondary. Broken line to Leninabad is
incorrect (road believed not to exist). True route shown by
solid line Tashkent-Pskent-Ura-Tyube.

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